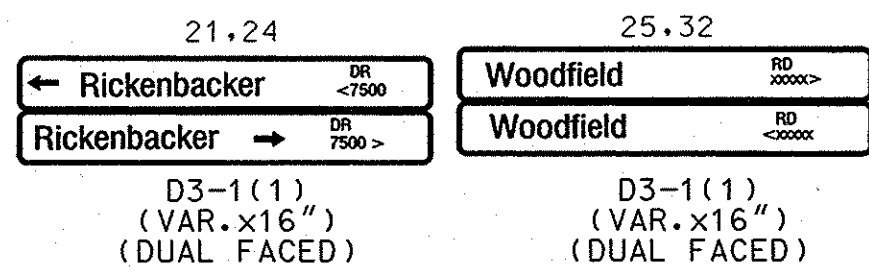
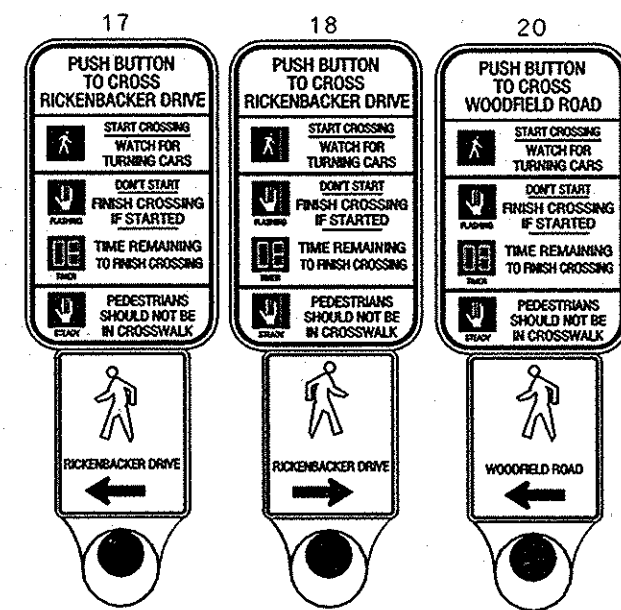
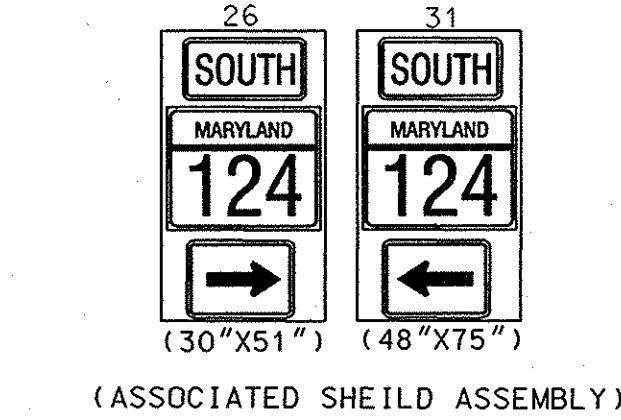


EXISTING SIGNS TO BE REMAIN



EXISTING SIGNS TO REMAIN

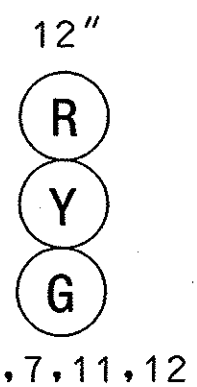


R10-3(1) (9"x15")
TO BE INSTALLED WITH APS PUSHBUTTON

EXISTING SIGNALS TO REMAIN



EXISTING SIGNALS TO BE REMAIN



CONSTRUCTION DETAILS

- A. INSTALL CONCRETE FOUNDATION WITH ONE 27' STEEL POLE AND ONE 70' MAST ARM. TRAFFIC SIGNAL HEADS AND SIGNS. 10' LIGHTING ARM AND 250 WATT HPS LUMINAIRE VIDEO DETECTION CAMERA MOUNTED ON THE MAST ARM AS SHOWN (1-3" CONDUIT BEND).
- B. INSTALL CONCRETE FOUNDATION WITH ONE 27' STEEL POLE AND ONE 70' MAST ARM. TRAFFIC SIGNAL HEADS. VIDEO DETECTION CAMERA MOUNTED ON THE MAST ARM. SIGNS. 10' LIGHTING ARM AND 250 WATT HPS LUMINAIRE AS SHOWN (1-3" CONDUIT BEND).
- C. INSTALL CONCRETE FOUNDATION WITH A 10' PEDESTAL POLE. PEDESTRIAN SIGNAL HEAD. PEDESTRIAN PUSH BUTTON AND SIGNS (1-3" CONDUIT BEND).
- D. INSTALL 3" SCHEDULE 80 RIGID PVC-CONDUIT - TRENCHED.
- E. RELOCATE EXISTING TRAFFIC SIGNAL HEADS AS SHOWN.
- F. USE EXISTING HAND HOLE.
- G. USE EXISTING CONDUIT.

EXISTING SIGNS TO BE RELOCATED



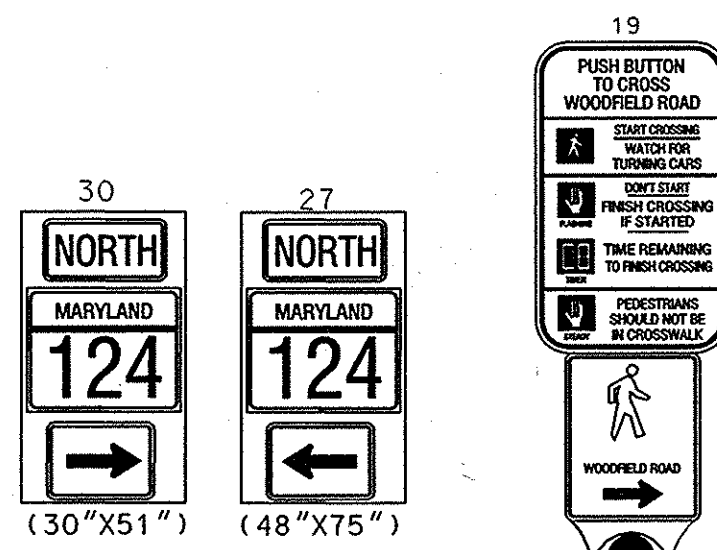
EXISTING SIGNALS TO BE RELOCATED



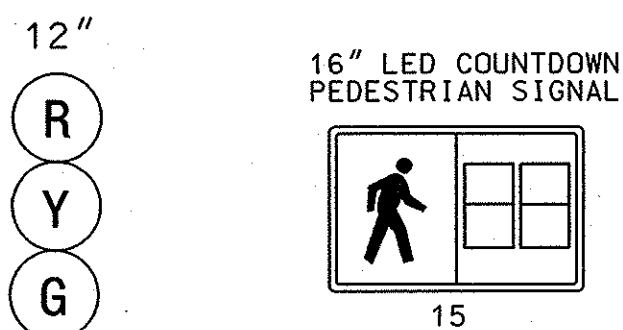
CONSTRUCTION DETAILS CONTINUED:

- H. RELOCATE EXISTING OVERHEAD SIGNS AS SHOWN.
- K. CAP AND ABANDON EXISTING CONDUIT.
- M. REMOVE EXISTING SIGNAL POLE, MAST ARM, SIGNAL HEADS AND SIGNS.
- N. REMOVE EXISTING SIGNAL POLE, MAST ARM, TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEAD, PEDESTRIAN PUSH BUTTON.
- P. ADJUST VIDEO DETECTION CAMERAS AS SHOWN.
- Y. REMOVE EXISTING HANDHOLE.

PROPOSED SIGNS



PROPOSED SIGNALS



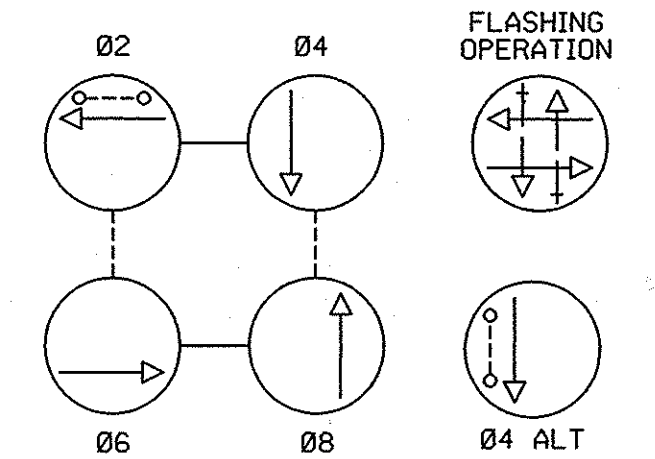
PROPOSED VIDEO DETECTION

EXISTING VIDEO DETECTION TO REMAIN



MD 124 IS ASSUMED TO RUN IN A NORTH SOUTH DIRECTION

NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

GENERAL NOTES:

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
7. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
8. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
9. CONTRACTOR SHALL BAG ALL SIGNAL HEADS NOT ACTIVELY IN USE DURING CONSTRUCTION.
10. CONTRACTOR SHALL MAINTAIN SAFE PEDESTRIAN CROSSING PATHS IN ACCORDANCE WITH MUTCD DURING ALL PHASES OF CONSTRUCTION.
11. APS PUSH BUTTONS MAY BE USED AS A STANDARD PUSH BUTTON DURING TEMPORARY PHASING UNTIL ALL NEW PUSH BUTTONS FOR EACH CROSSING ARE INSTALLED.

PRIMARY	EL. 592 ±
SECONDARY	EL. 584 ±
27' POLE TOP	EL. 581 ±
HORIZONTAL	8'

PRIMARY	52'-0"
SECONDARY	33'-0"

PRIMARY	56'-6"
TRIPLEX	37'-0"
PPG	35'-8"

PRIMARY	EL. 596 ±
SECONDARY	EL. 582 ±
27' POLE TOP	EL. 579 ±
HORIZONTAL	4'

KCI TECHNOLOGIES

ENGINEERS
PLANNERS
SCIENTISTS
CONSTRUCTION MANAGERS

10 NORTH PARK DRIVE
HUNT VALLEY, MD 21030
PHONE: (410) 316-7800
FAX: (410) 316-7817
WWW.KCI.COM

GEOMETRIC LEGEND	EXISTING	PROPOSED
STORM DRAIN	---	---
GAS MAIN	---	---
WATER MAIN	---	---
SEWER MAIN	---	---
ELECTRIC CABLES	---	---
AERIAL CABLES	---	---
TELEPHONE CABLES	---	---
FIBER-OPTIC	---	---

APPROVALS	REVISIONS
TEAM LEADER	
ASST. DIR. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS
MD 124 WIDENING 02/2008

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 124 (WOODFIELD RD) AND CYPRESS HILL DRIVE / RICKENBACKER DRIVE

STAGE IV

TEMPORARY TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE NA CONTRACT NO. M06325171

DESIGNED BY J. ALLEN JR. COUNTY MONTGOMERY
DRAWN BY S. RENZI LOGMILE 15012407.96
CHECKED BY S. RENZI TMS NO. H079
FAP NO. TOD NO.

TS NO. 4104-A DRAWING SP-19 OF 39 SHEET NO. 277 OF 377

PLOTTED: 10:59 PM on Tuesday, March 04, 2008
FILE: M:\2007\01070459.dwg\drawings\p03-P0020_M0124.dgn